

Quadrennial Energy Review



August 8, 2014
Chicago, Il.



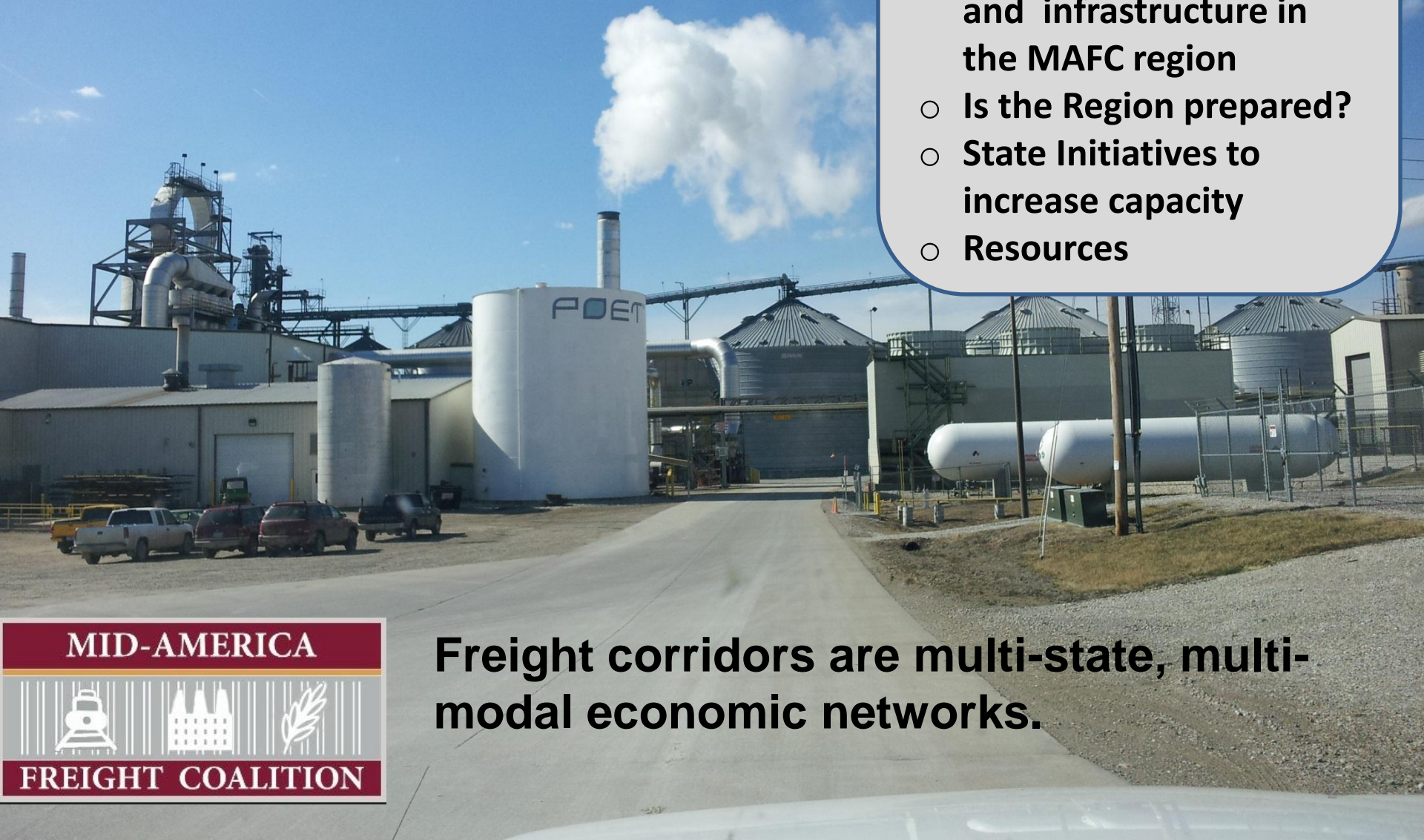
Panel 1: Highway Infrastructure and Energy Transportation Infrastructure
from the MAFC Perspective.

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MAFC Regional Freight Study:
<http://midamericafreight.org/rfs/network-inventory/>

Contents

- MAFC states are freight states
- Importance of freight and infrastructure in the MAFC region
- Is the Region prepared?
- State Initiatives to increase capacity
- Resources



MID-AMERICA



FREIGHT COALITION

Freight corridors are multi-state, multi-modal economic networks.



A Freight-centric Region

- ✓ 22% of population
- ✓ 23% of truck tonnage
- ✓ 63% of rail tonnage
- ✓ Great Lakes and Mississippi River marine systems

	MAASTO (Miles)	United States (Miles)	MAASTO Percentage
Inland Waterways	5,001	26,406	18.9%

Ships 44% of domestic tonnage, receives 30 % of domestic water born tonnage.

	MAASTO (Miles)	United States (Miles)	MAASTO Percentage
Class 1 Railroad Miles	30,486	94,032	32.4%

32% of the network, 63% of the tonnage!

System extent

Freight Innovation

- Freight Planning
- Freight Advisory Committees
- Identifying Significant corridors
- Multimodal

Why is freight so important to the MAFC region?

Combined MSA GDP (millions)

Corridor

I-94	\$1,023,926
I-80	\$768,315
I-90	\$689,712
I-65	\$652,225
I-55	\$621,375

Businesses Employees

MAFC Region	2,606,162	32,458,110
Corridor	920,809	13,637,546
Percentage	35%	42%

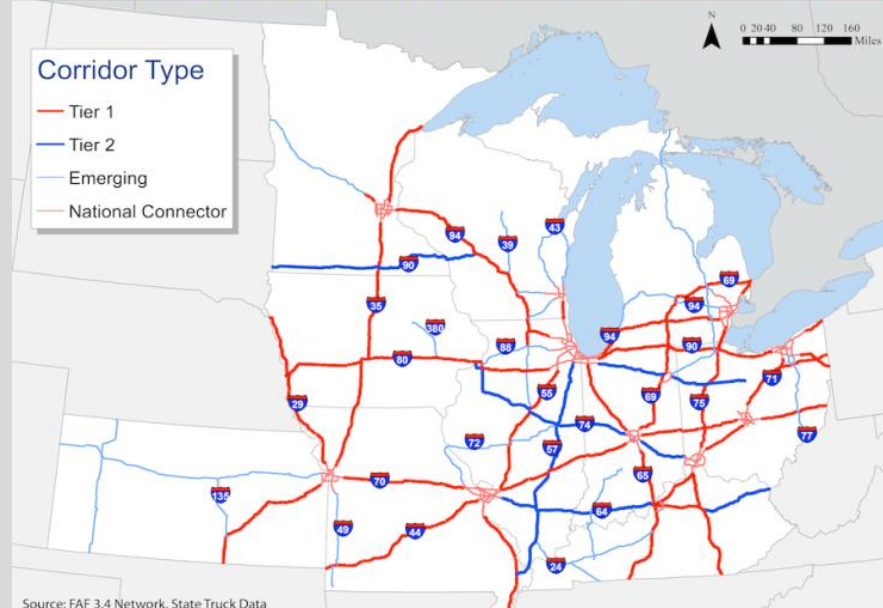
State STIP ROI - \$3-4/\$1 invested over 20 years.

MAFC | High Volume Freight Network



Corridor Type

- Tier 1
- Tier 2
- Emerging
- National Connector



Conexus Indiana – Indiana logistics jobs pay on average 15% more than the average comparable job.



Infrastructure condition

- ✓ Capacity
- ✓ Congestion
- ✓ Bridges
- ✓ Intermodal



Table 13: MAFC vs. National Modal Distribution by Tonnage

MAFC	Total National Tonnage ('000)	National Modal Distribution	Total MAFC Trade ('000)	MAFC Modal Distribution
Truck	13,335,623	70.6%	3,905,204	67.2%
Rail	2,024,073	10.7%	968,044	16.7%
Water	654,950	3.5%	229,317	3.9%
Air	4,988	0.0%	1,284	0.0%
Multiple. Modes	568,082	3.0%	246,356	4.2%
Pipe	1,673,839	8.9%	389,770	6.7%
Other/ unknown	317,271	1.7%	68,294	1.2%
No Domestic mode	299,910	1.6%	-	0.0%
Total	18,878,735	100.0%	5,808,269	100.0%

Source: *Freight Analysis Framework 3.4*, 2013

Modal Distribution of Freight in the MAFC

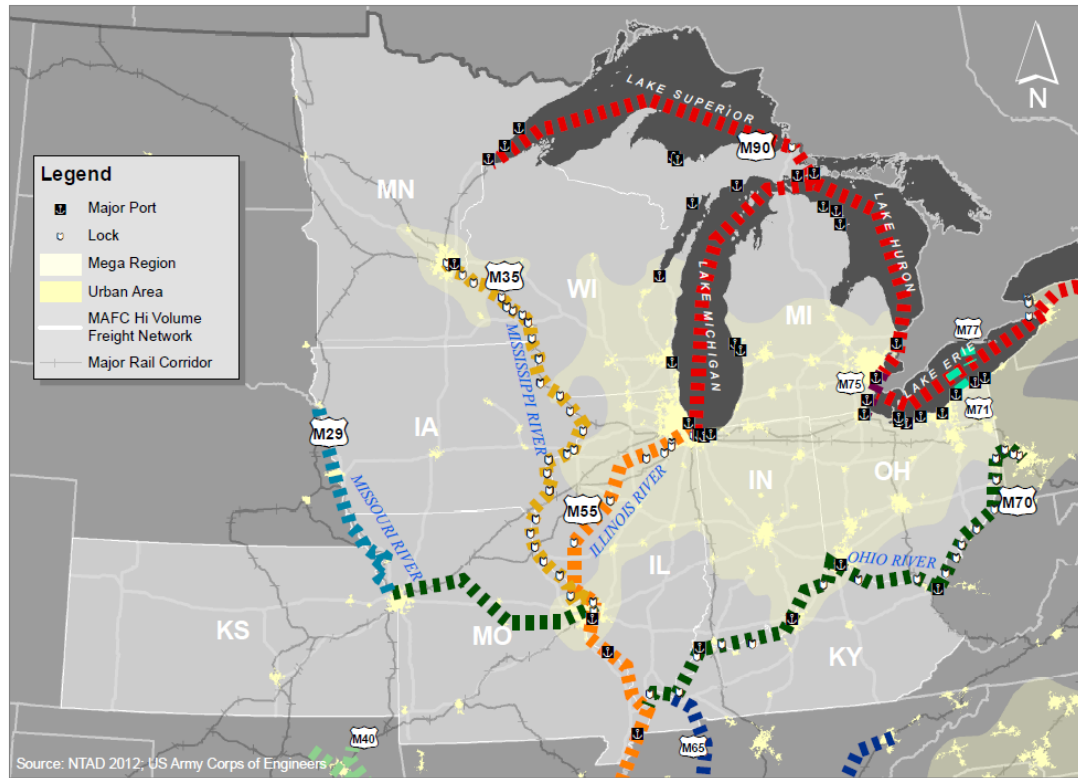


How are States preparing for Energy and all Freight?

- ✓ Marine highways
- ✓ Freight institutionalization
- ✓ Awareness of link to the economy
- ✓ Significant corridors at state, regional and national levels



MAFC Marine Highways



Summary of Highway Freight and Energy Considerations

- ✓ Major freight players
- ✓ Freight Innovators
- ✓ Road and Rail systems at capacity
- ✓ Marine capacity available
- ✓ Limited funding
- ✓ A need for focused funding, a multimodal approach that considers connections, and the economic linkages



Mid-America Freight Coalition

Resources

Freight Corridors

<http://midamericafreight.org/rfs/network-inventory/corridors/profiles/>

Corridor Performance

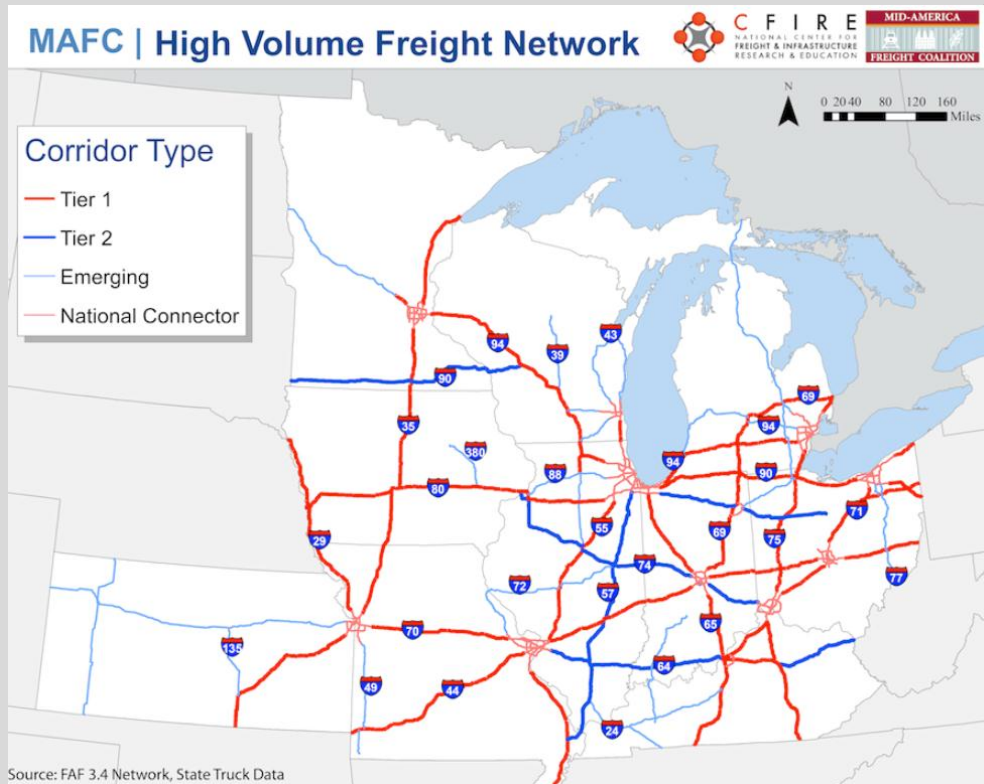
<http://midamericafreight.org/2014/07/mafc-bps-fpm/>

MAFC Marine Highways

http://midamericafreight.org/wp-content/uploads/MAFC_AM_2014_MHs.pdf

MAFC

<http://midamericafreight.org/>



Thank you!



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